AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (Previously presented) An integrated rear suspension assembly fixedly securable to a transmission case, rear wheel carriers, and frame rails of a motor vehicle, said integrated rear suspension assembly comprising:

a plurality of trailing arms having first and second ends, each of said first ends secured to one of the frame rails and each of said second ends secured to each of the rear wheel carriers;

a plurality of control arms pivotally secured to each of said plurality of trailing arms for controlling said plurality of trailing arms;

a compound link member having opposing ends attached to each of said plurality of trailing arms;

a transmission cross member fixedly secured to each of the frame rails, said transmission cross member including fixtures to receive and secure the transmission case and each of said plurality of control arms thereto such that said transmission cross member facilitates said integrated rear suspension assembly and the transmission case to be assembled prior to securing said integrated suspension assembly to the frame rails;

a bell crank rotatably coupled to the compound link member; and

first and second connecting rods each having one end coupled to the bell crank and an opposite end coupled to one of the frame rails.

2. (Original) An integrated rear suspension assembly as set forth in claim 1 wherein said transmission cross member includes fixtures for securing the transmission case thereto.

3. (Original) An integrated rear suspension assembly as set forth in claim 2 including a rear cross member having a lowered profile.

4. (Cancelled)

5. (Cancelled)

6. (Previously presented) An integrated rear suspension assembly as set forth in claim 1 wherein the trailing arms each include apertures adapted to receive driven shafts extending from the transmission case.

7. (Previously presented) An integrated rear suspension assembly as set forth in claim 1 further including a shock absorber having one end coupled to the compound member and another end adapted to be coupled to one of the frame rails.

8. (Previously presented) An integrated rear suspension assembly as set forth in claim 1 wherein the control arms are coupled to the transmission cross member.

9. (Previously presented) An integrated rear suspension assembly for a motor vehicle having a transmission case and a frame, the suspension assembly comprising:

a transmission cross member adapted to secure the transmission case to the frame and adapted to be fixedly secured to the frame;

first and second longitudinally extending trailing arms adapted to be pivotally coupled to the frame;

a first control arm having a first end pivotally secured to the first trailing arm and a second end coupled to the transmission cross member;

a second control arm having a first end pivotally secured to the second trailing arm and a second end coupled to the transmission cross member;

a compound link member having opposing ends attached to each of the first and second trailing arms;

a bell crank rotatably coupled to the compound link member; and

first and second connecting rods each having one end coupled to the bell crank and an opposite end adapted to be coupled to the frame.

10. (Previously presented) An integrated rear suspension assembly as set forth in claim 9 wherein the frame includes longitudinally extending spaced apart frame rails, the transmission cross member adapted to interconnect the frame rails.

11. (Previously presented) An integrated rear suspension assembly as set forth in claim 10 further including a shock absorber having one end coupled to the compound member and another end adapted to be coupled to one of the frame rails.

12. (Previously presented) An integrated rear suspension assembly as set forth in claim 9 further including rear wheel carriers coupled to ends of the first and second trailing arms.

13. (Previously presented) An integrated rear suspension assembly as set forth in claim 9 further including a rear cross member having a lowered profile.

14. (Previously presented) An integrated rear suspension assembly as set forth in claim 9 wherein the trailing arms each include apertures adapted to receive driven shafts extending from the transmission case.

15. (Previously presented) An integrated rear suspension assembly as set forth in claim 9 wherein the bell crank is positioned on a rearward face of the compound link member.

16. (Previously presented) An integrated rear suspension assembly as set forth in claim 9 wherein the first connecting rod extends substantially transversely toward one side of the vehicle and the second connecting rod extends substantially transversely toward an opposite side of the vehicle.

17. (Previously presented) An integrated rear suspension assembly as set forth in claim 11 wherein the shock absorber is positioned rearward of the compound link member.

18. (Currently amended) An integrated rear suspension assembly fixedly securable to a transmission case, rear wheel carriers, and frame rails of a motor vehicle, said integrated rear suspension assembly comprising:

a plurality of trailing arms having first and second ends, each of said first ends secured to one of the frame rails and each of said second ends secured to each of the rear wheel carriers;

a plurality of control arms pivotally secured to each of said plurality of trailing arms for controlling said plurality of trailing arms;

a compound link member being moveable relative to the frame rails and having opposing ends attached to each of said second ends of said plurality of trailing arms; ~~and~~

a transmission cross member fixedly secured to each of the frame rails, said transmission cross member including fixtures to receive and secure the transmission

case and each of said plurality of control arms thereto such that said transmission cross member facilitates said integrated rear suspension assembly and the transmission case to be assembled prior to securing said integrated suspension assembly to the frame rails;

a bell crank rotatably coupled to the compound link member; and

first and second connecting rods each having one end coupled to the bell crank and an opposite end coupled to one of the frame rails.

19. (Cancelled)

20. (Cancelled)